

JULY 11, 1952

AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY



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FERRARI AND COOPER VICTORIES AT ROUEN : THE MORGAN PLUS-FOUR ROAD TESTED : REST-
AND-BE-THANKFUL HILL-CLIMB : M.G.C.C. AT SILVERSTONE : B.A.R.C. EASTBOURNE RALLY

JOHN BOLSTER • GEOFFREY DEASON • BARCLAY INGLIS

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FEATURES
IN ACTION

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she's quite
roomy for
a little 'un*



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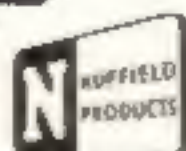
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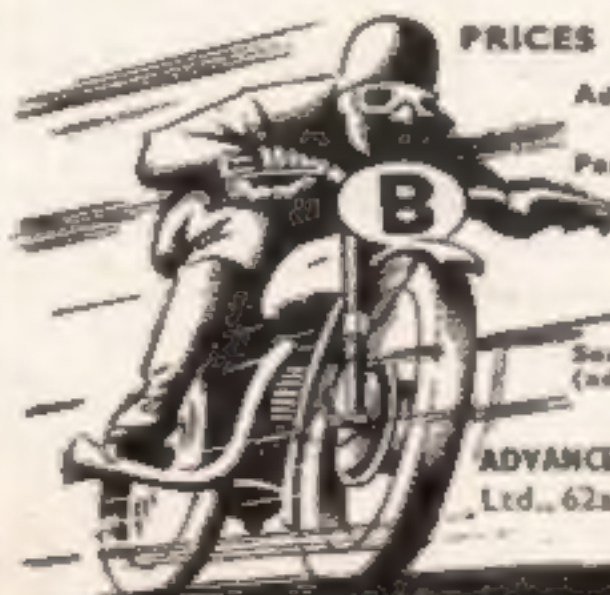
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JAGUAR XK 120
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 2

July 11, 1952

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NOTICES

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EDITORIAL

FORDS have always been known to take whatsoever steps they feel justified in maintaining their already very great production. Despite the unfortunate labour disputes at Dagenham, managing director Sir Patrick Hennessy boldly announced that the company would immediately reduce the prices of all its home market products by 1s. in the £, and of its export prices by about 2s. in the £.

Sir Patrick, as well as being one of the world's foremost industrialists, is also a realist. He knows full well that, in the face of rapidly increasing foreign competition, prices are playing a more and more important part in what is now a sellers' world market. Chief threat to low-priced British car sales comes from VW, and these rear-engined machines have already established a huge export market for German-built products, particularly in Belgium and Switzerland.

The Government has already given a slight concession to British car manufacturers in putting the export-home market ratio on a more workable basis. However, whilst the iniquitous 66½ per cent purchase tax remains, there will always be a threat to what should be a healthy home market.

The fantastic situation whereby two-thirds of the retail cost of a car is added to its total selling price on the home market has created an artificial situation, and manufacturers cannot possibly foresee the eventual result of this terrible burden.

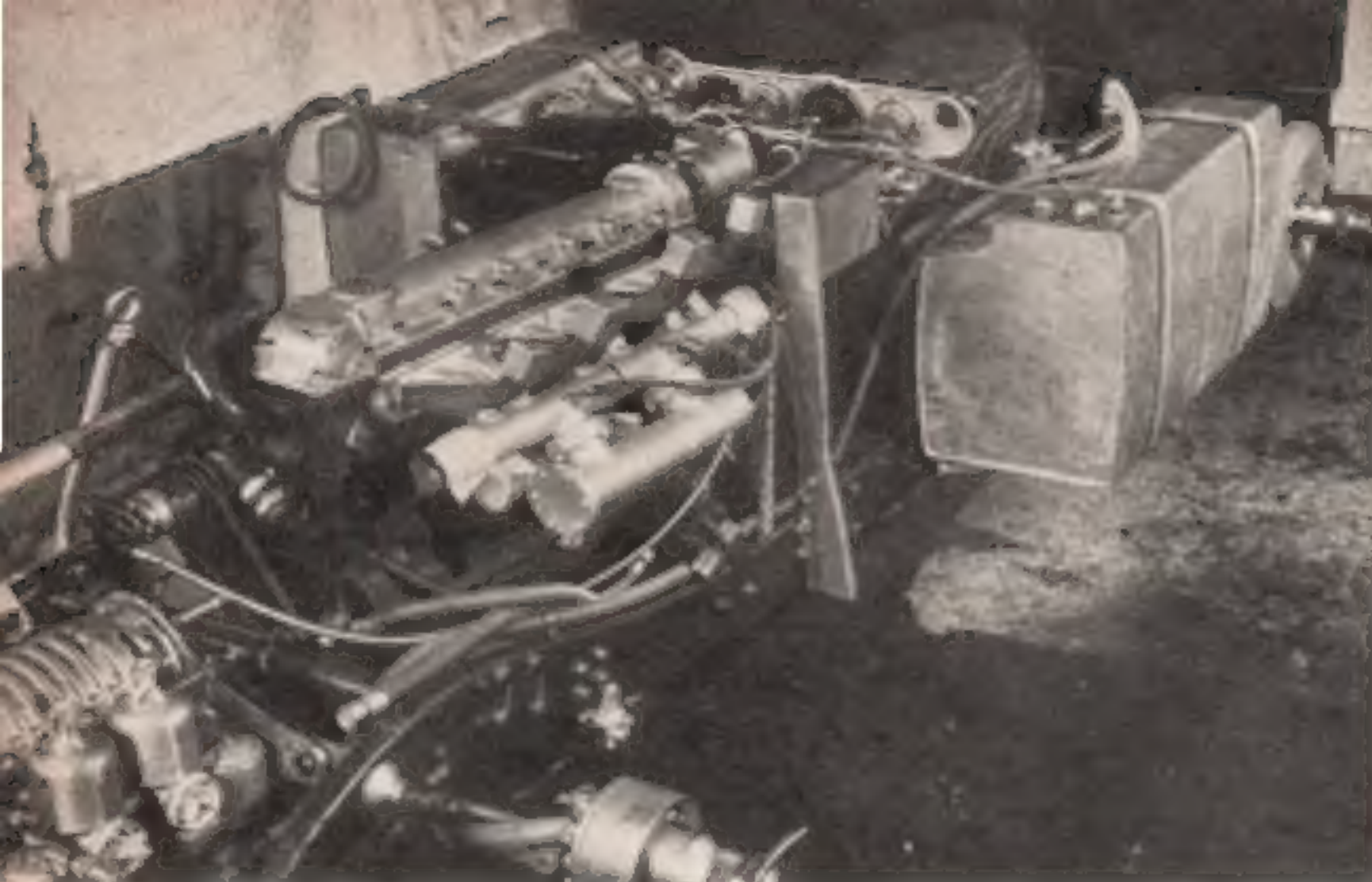
It is not difficult to envisage that, should the export market collapse completely (due possibly to restrictions such as were imposed by Australia) and thousands of cars were made available for the home market, only a small percentage would have an immediate sale. The truth of the matter is that new car prices, by reason of P.T., are far above what the average person can afford to pay—even for the cheapest vehicles.

The men who guide our financial destiny should pay heed now to the irrefutable fact that this stupid purchase tax is no longer a deterrent to the purchase of new cars. General shortage of money and hire purchase restrictions already have solved what was a minor problem a year or two ago!

It is good news that the R.A.C. Tourist Trophy races will, after all, take place at Dundrod on 13th September. The classic event will be organized by the Ulster Automobile Club, and it is to be hoped that, in order to attract the really fast cars, the promoters will study the possibility of awarding really worthwhile prizes in the general classification, in addition to the Tourist Trophy itself which must, of course, be fought for on either a handicap or "index of performance" basis.

OUR COVER PICTURE

TOP OF THE CLASS: Mike Hawthorn and his Cooper-Bristol make headline news these days. The combination will bear watching in the British Grand Prix at Silverstone on 19th July.



M.G. "SIX": The experimental, 2-litre, single-o.h.c. engine, which Goldie Gardner will use at Utah. It has twin S.U. carburettors, and a Shorrock supercharger.

GOLDIE GARDNER FOR UTAH AGAIN

Supercharged 2-litre M.G. to Attempt International Class "E" Records at Bonneville Next August

ON 30th July, Lieut.-Col. Goldie Gardner sails for U.S.A. to attempt International Class "E" records with his famous streamlined M.G. In addition he will try to improve on his Class "F" records established in 1951.

For the "E" attempts, Gardner will use an experimental, single o.h.c., six-cylinder M.G. engine of 1,973 c.c. with a Shorrock supercharger. This power-unit is entirely experimental, and must not be regarded as the prototype of any future M.G.

For Class "F," the unsupercharged 1½-litre TD engine will be used. The records achieved last year captured the imagination of the sports-car buying public in America to such an extent that production had to be stepped up considerably to meet an almost unprecedented demand. A supercharged version will be used for the 1 kilo to 10 mile flying start records.

Syd Enever and "Jacko" Jackson will once again be the M.G. technicians accompanying the Gardner party. The records to be attacked are as follow:—

CLASS B (1,501-2,000 c.c.).

| Standing Start. | | |
|-----------------|---------------------|--------------|
| Distance | Holder | Speed m.p.h. |
| 50 kiloms. | Taruffi (Italcorsa) | 140.9 |
| 50 miles | Do. | 144.0 |
| 100 kiloms. | Do. | 139.9 |
| 100 miles | Do. | 126.4 |
| 200 kiloms. | Do. | 136.4 |
| 200 miles | Gardner | |
| | (Gardner Spl.) | 117.6 |
| One Hour | Taruffi (Italcorsa) | 133.1 |

CLASS F (1,101-1,500 c.c.).

| Standing Start. | | |
|-----------------|-------------------|-------|
| 50 kiloms. | Gardner (M.G.) | 127.8 |
| 50 miles | Do. | 130.6 |
| 100 kiloms. | Do. | 132 |
| 100 miles | Do. | 135 |
| 200 kiloms. | Do. | 136.6 |
| One Hour | Do. | 137.4 |
| Flying Start. | | |
| 1 kilom. | Gardner (M.G.) | 203.9 |
| 1 mile | Do. | 200.6 |
| 5 kiloms. | Do. | 200.6 |
| 5 miles | Lockhart (Miller) | 139.2 |
| 10 kiloms. | Do. | 138.9 |
| 10 miles | Do. | 135.3 |

RACING AT NURBURG

THE German G.P. for Formula 2 cars takes place on 3rd August, over 18 laps of the Nurburgring, situated in the heart of the Eifel mountains in Western Germany. Ferrari, Gordini, Cooper-Bristol, Frazer-Nash, H.W.M., Veritas and A.F.M. entries are expected.

The meeting will be supplemented by the Nurburg Jubilee G.P. for sports-cars, to be run in three classes. Entries include four 300SL Mercedes-Benz, Geoff Duke in an Aston Martin, and the sensational new 3-litre "Disco Volante" Alfa Romeo.

LIEGE-ROME-LIEGE RALLY

ON 13th/18th August, the Royal Motor Union of Liège stages the 1952 Liège-Rome-Liège endurance/regularity international event. The route leads from Liège and Spa via Luxembourg into France, passing through Nancy, Grenoble, and Nice

and crossing into Italy, reaching Rome by the 15th August. The return route takes competitors into Northern Italy via Foligno and Padua to Cortina, thence to Canazei and Bormio, and southwards again to Ponte di Legno and Brescia. Turning west via Turin the outward route is rejoined at Cuneo, and is followed up to St. Michelle de Marienne, returning to Spa via Annecy, Belfort, Strasbourg, and Western Germany, including the Nurburg-ring; an extremely strenuous five days' motoring through five European countries. Last year's winners were John Claes and Jacques Ickx, driving an XK 120 Jaguar.

FERRARI driven by Lucas won the 2nd Circuit of Bressuire for sports-cars; class wins by Plantivaux (Panhard), Roux (Simca), Beaulieu (Panhard), and Deschamps (Citroën).

IRISH Formula 2 car is planned by Joe Kelly of Dublin. Engine by Bristol, chassis, suspension and body by Kelly. Four cars—"Irish Racing Automobiles"—projected, to compete in International G.P.s.

JAGUAR XK 120s were 1-2-3 in the big car category of the recent Dauphine Rally; leading team Peignaux / Jacquier. Lesur and Rosier *filis* were outright winners with a 1,063 c.c. Renault.

J. STUART DONALDSON, owner of the Sebring 12 Hours Race-winning "Replica" Frazer-Nash, has ordered a Mille Miglia model as well. Car left these shores on 8th July on the *Queen Mary*.

CLOSED COMPETITIONS— R.A.C. AMENDMENT

At a meeting of the Competitions Committee of the R.A.C. on 11th June, it was decided to delete the following paragraph from Rule number 24 of the General Competition Rules:

"Members who have during the current or previous year finished in one of the first five places in any international race are not eligible to take part in any race run as a closed competition."

The BRITISH GRAND PRIX

Thirty-two Entries for World's Championship Race—New Ferrari for "Formule Libre" Event.

ENTRIES are practically complete for all three races at the B.R.D.C.'s British Grand Prix meeting at Silverstone, sponsored by the *Daily Express*. AUTOSPORT has the full list of entrants for both Grand Prix and Formula 3 races, but in order not to assist the producers of "pirate" programmes in any way, we have decided not to publish entries in full till next week's issue.

The first-ever Formula 2 Grand Prix to be staged in Great Britain holds promise of an exciting contest between 16 Continental and 16 British entries. Three of the latest six-cylinder, 2-litre Gordinis will be driven by Jean Behra, Robert Manzon and Bira. These very fast cars have put France back on the motor-racing map, and they come to Silverstone with every confidence of repeating the fine Rheims victory.

Ferrari plans are not fully settled, but Scuderia Ferrari have a provisional entry of three 4-cylinder cars, drivers to be drawn from Alberto Ascari, Giuseppe Farina, Piero

Taruffi, Luigi Villorosi and André Simon. The drivers will depend on the fortunes of Ferrari at Rouen, and at Sables d'Olonne on consecutive Sundays before the Silverstone race. With World Championship points at stake, there is every likelihood of Ascari, Farina and Taruffi being the drivers.

Two of the new 6-cylinder Maseratis will run, driven by South Americans Landi and Cantoni.

Amongst the chief challengers to the French and Italian cars will be full teams of Cooper-Bristols and H.W.M., together with E.R.A., Frazer-Nash, Connaught and Aston-Butterworth entries. Mike Hawthorn will be at the wheel of his familiar dark-green car, and Ecurie Richmond will also be to the fore. International Trophy winner Lance Macklin will lead the H.W.M. contingent, Ken Wharton will pilot his fast Frazer-Nash, whilst Stirling Moss will give the quasi-two-seater E.R.A. its first outing on British soil.

The 32 entries in the Formula 3 races are made up of 13 Coopers, six Kiefts, two Emerysons, two Erskine

Starides, and one each of Arengo, Arnott, J.B.S. and Mezzolitire. The non-series-cars comprise Ken Smith's Smith, Jack Moor's Wasp, Frank Bacon's F.H.B., Les Leston's Special and Bicknell's Revis.

Ecurie Richmond are not down for this race, and amongst the leading Cooper exponents are Ken Carter, John Cooper, Stuart Lewis-Evans, George Wicken, Bob Gerard, Don Truman and Bill Whitehouse. Ecurie Britannique have two entries (Alan Rippon and John Coombs). Paul Emery and H. L. Williams have their f.w.d. Emerysons, whilst André Loens drives one of the two Starides. Stirling Moss, Charles Headland and Don Parker are prominent amongst the Kieft experts.

Enzo Ferrari has promised a brand new 4½-litre car for the *Formule Libre* race, to be driven by Villorosi. Froilan Gonzalez will drive one of the B.R.M.s, the other pilot now being disclosed as the 1951 Hill-Climb Champion, Ken Wharton. Dennis Poore's big Alfa Romeo and Duncan Hamilton's Lago-Talbot will also be running.

A full list of entries, and all necessary details of this great day in British motor-racing will be published in our 18th July issue.

THE "AUTOSPORT" £200 CHAMPIONSHIP

Don Parker Leads by 16 Points—R. G. Bicknell (Revis) Heads Non-Series-Cars.

KIEFT driver Don Parker now has a clear lead of 16 points over the next man, Charles Headland (Kieft), who in turn heads Les Leston (Kieft) by 10 points. However, the season is still comparatively young, and there are several drivers camped on the leader's doorstep.

Les Leston has made a rapid advance from eight to 20 points, due to his Brands Hatch and Snetterton successes, whilst George Wicken advances to fourth place, which he shares with Stirling Moss (Kieft).

R. G. Bicknell, and his admirable Revis now lead the non-series-car award claimants with nine points—seven more than either Ken Smith or Leston with his Special.

It may not have been made clear that points will be awarded both in the 500 c.c. Championship of Wales race at Swansea on 26th July, and at the Bugatti O.C.'s 500 c.c. Hill-Climb Championship at Prescott on 27th July. The markings for the Prescott event are as follows:

B.T.D., 6 points; 2nd, 5; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. For every competitor who breaks the existing 500 c.c. record for the hill, there will be three bonus marks.

The bonus marks need some explanation. On this occasion, the marks will be awarded *every* time the record falls. Thus, if John

Smith-Robinson (J.S.R.) breaks the record three times during the course of the day, he will receive nine bonus marks. It must be made clear that these marks are in addition to those gained in the general classification.

Bonus marks for recent 500 c.c. circuit lap records have been awarded to Les Leston (Brands Hatch), Charles Headland (Silverstone "Long" Club Circuit) and to Don Parker (Snetterton).

Placings as at 8th July, 1952

| | Driver | Car | Pts. |
|-----|------------------|----------|------|
| 1. | Don Parker | Kieft | 46 |
| 2. | Charles Headland | Kieft | 30 |
| 3. | Les Leston | Cooper | 20 |
| 4. | Stirling Moss | Kieft | 19 |
| | George Wicken | Cooper | 19 |
| 5. | Ninian Sanderson | Cooper | 18 |
| 6. | S. Lewis-Evans | Cooper | 16 |
| 7. | A. J. Nurse | Cooper | 10 |
| 8. | R. G. Bicknell | Revis† | 9 |
| 10. | Tom Leigh | Cooper | 8 |
| | Alan Brown | Cooper | 8 |
| | W. Webb | Kieft | 8 |
| 11. | Paul Emery | Emeryson | 6 |
| | Don Truman | Cooper | 6 |
| 12. | Norman Gray | Cooper | 5 |
| | G. E. Thomas | Cooper | 5 |
| 13. | Don Gray | Cooper | 4 |

| | Driver | Car | Pts. |
|-----|----------------|---------|------|
| | Derek Annable | Kieft | 4 |
| | R. W. Brise | Cooper | 4 |
| 14. | J. Brown | Arnott | 3 |
| | Norman Pugh | Cooper | 3 |
| | Donald Beauman | Cooper | 3 |
| | Ken Carter | Cooper | 3 |
| 15. | Ken Smith | Smith† | 2 |
| | R. D. Brown | Arnott | 2 |
| | L. Lewis-Evans | Cooper | 2 |
| | J. Gregory | Cooper | 2 |
| | Jack Westcott | Kieft | 2 |
| | John Coombs | Cooper | 2 |
| 16. | P. S. Ashcroft | Cooper | 1 |
| | Arthur Gill | Mackson | 1 |
| | N. B. Johnson | Cooper | 1 |
| | T. J. Clarke | Iota | 1 |

*Includes 2 points for non-series car award.

†Eligible for non-series car award.

THE ALPINE RALLY



The "Alpine", more correctly known as the XVme. Rallye International des Alpes, takes place from 11th-16th July. The course has been lengthened to 2,060 miles and the daily stages increased, so making even more strenuous an event once described as more dangerous than the Targa Florio.

The "Alpine" is confined to standard production cars, of which at least 30 must have been built prior to 1st May, 1952. Provided that at least 30 cars have been so modified with catalogued parts prior to that date, modifications can be made to compression ratios, carburettors, manifolds, axle ratio, gearbox, shock absorbers, road wheels and to the capacity of batteries, petrol tanks, radiators and sumps. Open coachwork is permitted, but it must be of touring, as distinct from racing, type. Engine and chassis parts are marked to prevent change, and those tyres and wheels on the car at the start can only be used.

Although all cars cover a common course, as shown below, the average speed is varied according to the classes and the country covered. All refuelling and maintenance must be done in running time, and any car later than half an hour at a Control is disqualified.

| | General Average | Autostrada | Dolomite Circuit |
|------------------|-----------------|------------|------------------|
| | m.p.h. | m.p.h. | m.p.h. |
| A.B.C. Unlimited | 37.3 | 68.5 | 41. |
| D. 3-litre | 36.5 | 65.5 | 42.2 |
| E. 2-litre | 36 | 62.4 | 41.5 |
| F.O. 1½-litre | 35.4 | 59.3 | 40.5 |
| H.L.J. 750 c.c. | 33 | 53 | 37.8 |

The daily stages, showing some of the higher Passes to be climbed, are:—

11th/12th July. Marseilles to Cortina d'Ampezzo, 614 miles, over the Izoard (7,743 ft.), Mont Genevre (6,082 ft.) Tonale (6,178 ft.), Pordoi (7,356 ft.) and Falzarego (6,945 ft.). This section includes a timed standing kilometre at Monza Autodrome and an 85-mile run on the Autostrada.

13th July. Cortina d'Ampezzo to Cortina d'Ampezzo, 190 miles over the Dolomite Cup Circuit, of which the first 30 miles constitutes a timed test.

14th July. Cortina d'Ampezzo to Menaggio, 500 miles over the Stelvio (9,042 ft.), Grossglockner (8,438 ft.),

Giovo (6,988 ft.), Bernina (7,644 ft.) and Splügen (6,952 ft.) Passes. The last 8½ miles on the Stelvio is a timed test.

15th July. Menaggio to Aix-les-Bains, 310 miles, in which there is a timed climb of the Col de Frene.

16th July. The hardest run of 445 miles from Aix-les-Bains to Cannes, comes when cars and crews are very tired. There is a timed test of 4½ miles on the Izoard, and the Iseran (9,085 ft.), Glandon (6,401 ft.), Croix de Fer (6,847 ft.), Galibier (8,386 ft.), Vars (6,926 ft.) and Allos (7,382 ft.) Passes have to be surmounted. After an inspection to ensure that all marks are in place on the engine, tyres and chassis, and the lamps, windscreen wiper and horn are in working order, the cars have to perform a

sprint round a pylon to check that steering, gears and brakes are also still working.

To compensate for this hard labour, prize money amounts to 2,120,000 francs (approximately £2,200), of which the winner of the General Classification receives £500, and the winner of each class £100, in addition to numerous cups.

A General Classification is a new departure for the "Alpine", and is calculated firstly by marks lost on the Road Section, and secondly, by a coefficient, graduated according to cubic capacity, applied to the performance of all cars in the daily tests.

That the "Alpine" comes closest to that ideal of all Rally Organizers, an event which is won or lost on the Road Section, is proved by the fact that since the event was accorded international status in 1938 only 27 drivers, nine of which are British, have won Coupes des Alpes for an unpenalized run. Ian Appleyard and Gaston Descollas head this honourable list with three Coupes apiece.

Amongst former Coupes des Alpes winners again in the entry list are:— Ian Appleyard, who needs one more unpenalized run to become the first driver to win a *Coupe des Alpes en Or*, "Goff" Imhof (Cadillac Allard), Wadsworth (Nash-Healey), Potter (Frazer-Nash), John Gott (Jupiter) and Murray Frame (Sunbeam-Talbot). This latter marque, with no less than 10 cars entered, to be driven by, amongst others, Stirling Moss, Leslie Johnson, John Fitch, the American sports-car champion, George Hartwell, Norman Garrad, Mike Hawthorn and Mrs. Nancy Mitchell, is obviously a strong contender for team and class honours.

Other well-known names which catch the eye are Shepherd and Richmond (H.R.G.), Tommy Wise (Jupiter), O'Hara Moore and Hewitt (Frazer-Nashes), Dickson and Bolton (Plus 4 Morgans), Lamb (Healey), Flower Gatsonides and Grant Norton (Jaguars).



SIX DAY CONCENTRATE: The 2,060-mile route for the 1952 Alpine Rally.



Class III (Sports-cars up to 3,000 U/s): 1, J. G. Reece (Frazer-Nash), 20.6; 2, C. K. Smith (Sasso), 25.2; 3, L. S. Richards (Alvis), 25.8.

Class IV (Sports-cars unlimited): 1, A. P. Hitchings (Allard), 19.4; 2, E. Robins (Bugatti), 20.4; 3, H. A. Mecrow (J.M.S.), 20.6.

Racing-cars, Formula 3: 1, E. Goodwin (Kieft), 20.0; 2, J. W. Burgoyne

ATTINGHAM SPRINTS: (Left) Jack Reece's Le Mans Replica Frazer-Nash, winner of the 3-litre sports-car class.

(Below) Ted Lloyd-Jones made B.T.D. with the 21-litre "Flying Saucer".

LLOYD-JONES TAKES COURSE RECORD AT ATTINGHAM

THE North Staffs Motor Club held their second speed trial at Attingham Airfield, near Shrewsbury, on Saturday, 28th June, and thanks to Clerk of the Course Bruce Leadbetter, it was the usual perfectly organized meeting that is expected from him.

Saturday was a fine, hot day and crowds of open-necked and shirt-sleeved spectators witnessed an excellent afternoon's sport in which some 70-plus competitors ran in pairs down a well-marked runway over 600 yards.

The programme started with the usual sports-cars up to 1,300 c.c.—this was a gift for Peter Reece in the late works Cooper-M.G.—nearly two seconds faster than H. Porteous in the special of that name.

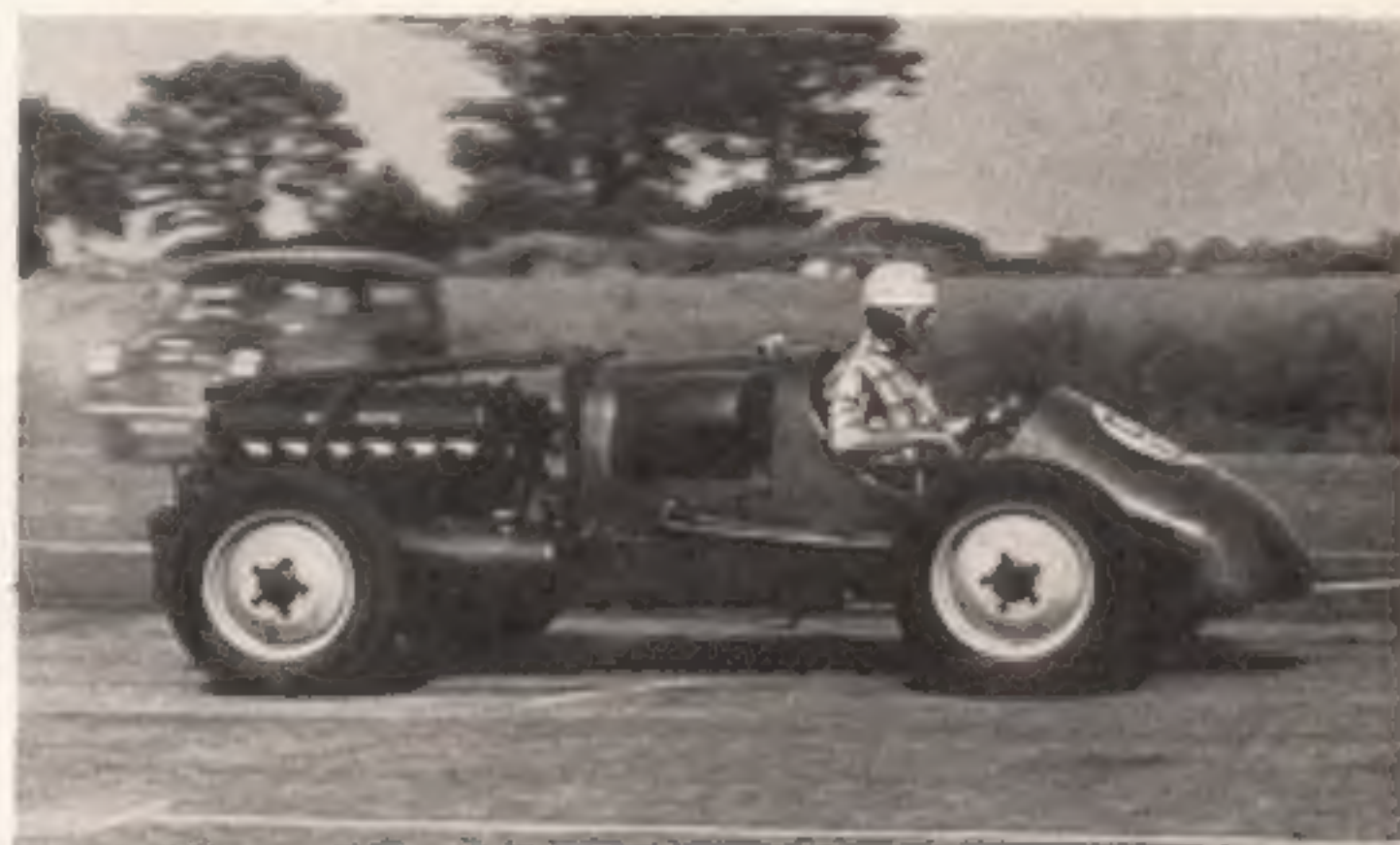
Next class for sports-cars up to 1,500 c.c. was equally easy for Ken Downing in the Connaught, from Greenwood's H.R.G. in second place. The up to 2,000 c.c. sports category was taken by Jack Reece in his Le Mans Frazer-Nash, nearly four seconds faster than next man Smith on "Sasso".

The big sports-car class proved a nearer thing. Alf Hitchings just winning from Robins's type 51 Bugatti, the 54-litres of the Caddy-Allard proving just too much. Mrs. Hitchings in the same car used too much gun and disappeared into a cornfield. Her second run, however, was very different, only a second behind her husband. Bertie Bradnack, enveloped in a Jaguar Mark VII saloon, sailed majestically away to win the saloon class; cries of "J'ai trompé Chiron" were heard from the "Monte" boys.

Racing-cars, Formula 3, was poorly represented with only four starters. Goodwin on the Kieft with 20 secs. dead being the winner.

In the Formula 1 class Heath (Cooper-J.A.P.) equalled his course record with 17.4, Merrick in the Cooper-Nor-J.A.P. was next and Ken Downing in the Formula 2 Connaught third.

Formula 2 was a repetition of the above, only on this occasion Heath broke his own record with a rousing 17.3 secs. Then came *Formule Libre*—



which was what the crowd were waiting for. Ted Lloyd-Jones was "up for'ard" on the "mastodon" Triangle Flying Saucer, or to be technical, 21-litres of Rolls-Royce Kestrel engine mounted on a Daimler Scout chassis—the whole being too fantastic to be true! The "thing" slowly rumbled to the start, down went the flag—it snorted for a couple of seconds and then stood not on the order of its going but went—17.4 and at least two seconds lost at the start—this was going to be it! For its second run your reporter went down to the finish. A roar like a jet, a cloud of smoke and the "thing" was past, it appeared to cross the line at some 140 m.p.h.; this time 17.2, B.T.D. and a new record.

Questioned afterwards Ted said he didn't look at the rev. counter but thought perhaps he was doing 135 m.p.h.—and it was only in third!—coily adding that he had never had the "Saucer" in top and didn't quite know what it would do (in more ways than one!) Verily a tough citizen.

FRANCIS PENN

RESULTS

Class I (Sports-cars up to 1,300 U/s): 1, P. B. Reece (Cooper-M.G.), 21.8 secs.; 2, H. Porteous (Special), 23.2; 3, W. Black (M.G. TD), 25.2.

Class II (Sports-cars up to 1,500 U/s): 1, K. H. Downing (Connaught), 22.2; 2, J. H. Greenwood (H.R.G.), 24.2; 3, C. F. Eminson (Jupiter), 26.8.

(Cooper), 20.8; 3, D. W. Campbell (Cooper), 21.0.

Racing-cars, Formula 2: 1, C. Heath (Cooper), 17.3; 2, R. Merrick (Cooper), 17.8; 3, K. Downing (Connaught), 18.0.

Racing-cars, Formula 1: 1, C. Heath (Cooper), 17.4; 2, R. Merrick (Cooper), 17.8; 3, K. Downing (Connaught), 18.3.

Racing-cars, "Formule Libre": 1, E. Lloyd-Jones (Triangle), 17.2 (B.T.D.); 2, C. Heath (Cooper), 17.6; 3, R. Merrick (Cooper), 17.8.

THE SEGRAVE TROPHY

THE Segrave Trophy for 1951 has been awarded to Norton works motor-cyclist Geoff Duke for his brilliant racing season last year when he won both the 350 c.c. and 500 c.c. World Championships. The Trophy, intended to preserve the memory of Sir Henry Segrave, is awarded to the British subject who, in the judgment of the Awarding Committee, accomplishes the most outstanding demonstration of the possibilities of transport by land, air or water.

Past holders include Sir Malcolm Campbell, Capt. George Eyston, John Cobb and Lt.-Col. Gardner.

Correspondence

Trials Regulations

I CANNOT let Mr. Imhof's article and Mr. Rumsitt's letter pass unchallenged and, whilst I do not wish to enter into controversy about the hierarchy of the B.T.D.A., if the efforts of Messrs. Flather and Toulmin will lead to "normalizing" of Specials, they deserve every support.

There are many competitors, ex-competitors and would-be competitors who are not members of the B.T.D.A. who would welcome regulations which would mean that a normal road-worthy machine would have a chance of success.

At present the "professional" has considerable advantages over the real amateur, and whilst I shall continue competing so long as I can finish a course, the sport will flourish if the advantages enjoyed by the professional are reduced, and the requirements eliminated of having a machine which cannot be used except for trials purposes.

If we proceed as at present Mr. Imhof will find that Clubs will not continue to organize trials for competitors who include very few of their own members, and this was clearly shown this last season by the shrinkage in entry lists from local talent. I was only operational for half the season and in only one of the six events in which I took part did the number of starters exceed 25 and all events but one were closed invitations.

Lastly, if revised regulations will mean the need for finding less freakish courses, trials will be easier to organize and the chances of serious or fatal accidents reduced.

ROBERT BARLOW.

DANBURY.

HAVING just received last week's copy of AUTOSPORT my only thought is once again to go into print and support Mr. A. E. Rumsitt's excellent letter on the never-ending subject of Trials Regulations.

I consider the suggestion of banning Austin-Ford Specials absolutely outrageous and instead of helping the clubmen of limited means it will put him out of Trials for good.

I personally, have the doubtful honour of being in the "poor enthusiasts" class and I would like the "Powers that be" carefully to note that I, like many others, have spent at least 12 months working hard in my spare time and about £140 to build myself a "Special" only to be faced with the appalling possibility of having it banned. What do I do if the R.A.C. bring in this ruling? Throw my special on to the scrap heap and then appeal to all the grumblers to supply me with £1,000 to buy a modern sports-car to ruin in Trials? What a hope I've got.

Up to about four years ago I was a regular competitor in Trials but had to give up owing to high maintenance costs of an ordinary sports-car. The answer is obvious, retain the "Special" which is cheap to run and cheap enough for the poor to build if they go the correct way about it.

In conclusion, I appeal to the better known and influential Trials Types to come forward and endeavour to stop this change before it is too late. As Mr. Imhof remarks, why should the regulations be changed and all motor cars changed just to please a few who would only find something else to grumble about if this whim was satisfied.

F. H. CROSBY.

LEEDS, 8.

Mr. Hamish Orr-Ewing

IN the edition of AUTOSPORT of 4th July appears a letter from Mr. A. E. Rumsitt, in which he chooses to name me as the source of certain information on the question of Trials regulations.

Apart from the fact that my recollection of a telephone conversation which took place some three months ago suggests that what was actually said is not quite what Mr. Rumsitt now wishes to believe, I think it should be made clear

that in any case, as a mere servant of the R.A.C. I would have no authority to anticipate any action, or reasons therefor, which the Competitions Committee might decide upon.

If any person desires an official view from the R.A.C. the correct procedure is to raise the matter in writing.

HAMISH ORR-EWING.

ST. JAMES' CLUB,
LONDON, W.1.

Car Racing on the L.O.M. T.T. Circuit

ERIC WILLIAMS's letter (AUTOSPORT, 4th July) touches a subject which has interested me considerably for a number of years—the reintroduction of a car race on the course that was originally meant for motor-car racing but has been taken over to advantage by motor-cycles—the Isle of Man Tourist Trophy Circuit.

Having lived on the "Sportsman's Isle" for some years, I am fairly conversant with the 37 miles of road around which our notable exponents of two-wheel racing lap at over 90 miles per hour. On my last visit to the Isle of Man to cover the British Empire Trophy Race at Douglas, I made it my business to discuss the subject of the motor-car event to be run on the famous circuit and I was amazed by the enthusiasm which greeted my inquiries. It can be safely ascertained that there is quite a large body on the Isle itself which would be more than pleased to see the reinauguration of motor-racing in its home setting.

From the Manx point of view, though, there is a certain amount of opposition, since it would mean that the roads would have to be closed to the public once more. I think it will be appreciated that with the growing number of events taking place on this circuit, it is understandable that the inhabitants might be somewhat lukewarm about the advantages of further events which would inconvenience their daily lives. However, I do not think—although I may be wrong—that the cars would need a fortnight for practising, and possibly four two-hour periods would be sufficient—with one day set aside for the race itself.

The Manx School seems to favour a race of seven laps, but I suggest that a more ambitious effort be contemplated with the race extended over a total period of six hours and run under Le Mans conditions and regulations, but each car starting at, say, 30-second intervals. This would then mean that Britain at last would have a sports-car event approaching the world's Classic now held in France, and at last on a road circuit of some consequence.

I understand from Brian Mylchreest of Douglas and two or three sports-car manufacturers I have spoken to in England that the industry itself would more than favour a race on

Continued on page 54



DRIVING TESTS AT SPEKE

Jack Reece (Anglia Ten) Wins Well-supported Liverpool M.C. Event

AFTER initial disappointment when permission to use Eaton Hall airfield had to be withdrawn owing to foot and mouth disease, an excellent series of Rally-type driving tests was run off by the Liverpool Motor Club on Liverpool Flying Club territory at Speke on Sunday, 29th June.

The tests, ten in all, offered a pretty fair cross-section of the kind organizers use in Rallies these days, and everybody from competitors to lookers-on, seemed to enjoy the day's chicanery immensely.

Proceedings opened with that favourite of everybody, a forward sprint round one pylon, through another and "stop astride" the starting line. To add to the fun the pylon was situated on loose gravel which resulted in many wild slides, Bob Berry's XK 120 being one of those to require a reverse to clear the second pylon. The saloons demonstrated some wonderful angles of "tilt", Jack Reece's Anglia 10 lifting a wheel, and being forced to reverse with violent wheelspin. Among those who chose a good line and were fast as well were Jeffrey Dixon (Talbot), A. Caldwell (BMW), and Ken James's twin carburettor Morris Minor, which, incidentally,

Two "scissors" tests on a gentle curve comprised the main elements of Test 3, which called for neat placing of the car and nifty work with the gear lever. The right combination of both was provided by Jack Reece with his Anglia who made best time here with 35 seconds. Well-driven, too, was the H.R.G. of C. L. Kinns.

Best time on the fourth test, a tricky little affair requiring, *inter alia*, two laps of a marked circle, one forwards and other in reverse, was put up by W. Underwood in his unblown Dellow, open cars having a definite advantage here, of course.

We must admit to feeling some surprise at the decision of the organizers to scrub Test 5 (a kerb parking test) owing to the protests of one or two competitors before the test had been run, but perhaps such action is preferable to a protest over results.

Test 6 was a fairly straightforward affair on a T junction, the test consisting of a forward dash to straddle a line reverse into the leg of the "T", and out again to a flying finish. Excitement was provided by Tomlinson's M.G., which practically spun in reverse, and Berry's

XK 120 effectively demonstrated its acceleration. Fastest here was Kinns's H.R.G., the results being notable for the fact that no less than six people tied for second place with 18 seconds dead!

Next came a fast sprint round a pylon and in and out of a pair of garages, best time going to Peter Reece, whose forward to reverse, and vice versa, changes on the pre-selector Riley were quite breathtaking. There followed a really interesting piece of organizer's cunning in the shape of four garages to be entered in any order—forwards or in reverse—starting and finishing at the same line.

Once again Underwood did fastest time with 35.6 secs., and once again Biberfeld was observed to be extremely neat but Bullock really went to town in his sports Lea-Francis and behaved like a bullock in a china-shop in one garage, flattening one very substantial pylon completely!

On the ninth test extremely fast times were put up by J. G. Reece's Anglia 10 and the irrepressible Kinns. And so on to the last official test of the day, where competitors were requested to drive round quite a tight corner and through a long line of drums, turn at the bottom end and repeat the performance back to the start line. The idea here seemed to be to take a neat line on the tricky turn before the finish, Barlow's Cooper-M.G., Caldwell's BMW, Biberfeld's Morgan, Davies's blown Minor, the XK, the Dellow and the Reeces all doing this extremely effectively, best time again going to J. G. Reece.

Throughout the afternoon the tests had been run three at a time and so to finish off the afternoon two more tests, neither counting towards the results, were fixed up, during which time provisional results were worked out. The first of these tests was a figure of eight on loose gravel, K. H. James being amongst those who doesn't know the shape of one, and a *Rallie Soled* wiggle-waggle, fastest time on both tests going for the record, to J. G. Reece, who, it was provisionally announced, had won the event outright, with an aggregate time of 283.2 seconds, runner-up being Barry Davies, whose total times worked out at 288.4 seconds.

And so ended a very enjoyable and well-organized day—all credit due therefore to Keith Moore for running so excellent an event at his first attempt—we look forward to another!

IAN J. HALL



equalled the 17.4 secs. put up by Barry Davies in his blown example.

The second test was a slightly more complicated affair, entailing a wiggle-waggle through a row of pylons, forward into a garage, reverse round an end pylon, and wiggle-waggle in reverse to come to rest astride the starting line. One of the best efforts here was that of M. Biberfeld who conducted his blue Morgan 4 4 through very neatly as did Whiteside in his TA M.G. One or two pylons were knocked aside here, some by those who should have known better, but Peter Reece and his Riley Imp gave a very polished performance, putting up best time in 37.2 secs. Hawtin's blown ex-Clegg Special stopped astride the line spectacularly, and T. S. Rigby's staid-looking "Mayflower" caused amusement as it heeled in and out of pylons with its trafficators functioning correctly.

★
PYLONS
(Above) Paul Barwell (Cooper-M.G.) reverses his way through the markers during the Speke tests

★
SCISSORS
Molly O'Neill's Riley Imp in Test 3





M.G. CLUB "SILVERSTONE"

P. D. Gammon (TC) and R. W. Brown (TA) Have Good Day in Series of Handicap Races

OF the 57 cars entered for the M.G. Car Club's Silverstone Race Meeting on Saturday, 5th July, no fewer than 38 were the products of Abingdon, which not only speaks well for the enthusiasm engendered by the club, but afforded those who appreciate the finer points of M.G. lore with an opportunity to watch M.G.s of widely differing types and ages performing together. There were fewer of the O.H.C. variety than might have been expected, solitary examples of J2, J4, PA and PB and a Magnette opposing a host of T-Types, the TD predominating. J. O. Coundley's R-Type was unfortunately a non-starter.

Amongst the "other makes", tremendous interest was aroused by the debut of Colin Chapman's new Lotus, which was besieged by a continuous crowd in the paddock. The new car is a beautifully constructed job, powered with a Consul engine "stroked" to 1,499 c.c. The familiar "snork" of the earlier Lotus has given way to twin external air-intakes inclined upwards on the near-side, and the two-seater bodywork encloses the rear wheels. This is obviously going to be an extremely fast car when it is *au point*, although on its first outing it was not without minor troubles, suffering from a binding brake before one race, and being worked on furiously behind the starting line almost to the fall of the flag before another.

On the other hand, one of the most successful of the day's runners was P. D. Gammon with his enlarged TC, still preceded by its rather ugly but effective cowling. This car has already done well in club meetings this year, and on Saturday won two races in most convincing fashion, Lotus being able to make no impression on this quick M.G.

Gammon started the day by winning the 25-lap all-M.G. handicap, run over the short course, from strong opposition. A massed start was employed, handicapping being by credit laps, the limit car, N. Hillwood's smartly turned-out

J4, neatly cowed and with off-set head-fairing, receiving five laps, and Gammon two. T. K. Shipside's long-tailed TD proved a threat from the one-lap mark, and J. T. K. Line's and M. R. G. Llewellyn's outwardly identical green TDs commenced a scrap which continued off and on throughout the day, both cars being excellently driven and having perfectly matched performance. Mitchell's pretty PA, last year's winner, was scrapping briskly with Caunt's TD. Bakewell-Green's 24-litre saloon looked a handful, Lund stopped and investigated under his bonnet and R. W. Brown spun his TA in front of Pollitt, Caunt and Mitchell at Woodcote. Meanwhile Gammon continued to circulate like a train, was third on lap 18, and finally won from Shipside and Llewellyn at 65.75 m.p.h.

A Novices' Handicap race was run in two five-lap heats and a 10-lap Final. In the first of these the sight of 13 novices being soundly lectured over the paddock PA system on the incipient dangers of motor-racing must have made the R.A.C. steward, "Sammy" Davis, reach for his sketch-book, but one or two incidents that followed gave rise

to the feeling that the lecturer probably knew best! There was nothing of the novice, however, about the manner in which Bracegirdle extricated his TD from trouble when Dickson's TA revolved in his path, an avoidance phenomenal enough to win him a rarely heard ripple of applause. J. D. Shellabear's TC left the course at Copse and retired, Dickson spun again on lap four, and R. W. Brown's TA won from the 15 secs. mark. Heat 2 included Michael Allen on scratch with Lotus, and a variety of other makes. D. Parker stalled the 750 Stoneham on the line, but thereafter motored briskly into third place behind F. C. Gibbs driving Beckwith-Smith's BMW and Lotus.

In the Final the Stoneham led from Short's J2, till passed by R. W. Brown's TC, and the F-N/BMW, was going very well, giving nothing away to Lotus. Venn came in, threw away his Healey's bonnet and continued, and at half-distance Brown led Pigott's TC and the Stoneham. Pigott took the lead with two laps to go, and held it to the end. M. L. Towner, in Lund's TD, snatching third place ahead of the F-N/BMW and Whatmough's TD.



BECKETTS. P. D. Gammon's bored-out TC leads A. C. Whatmough's TD in the unlimited 5-lap race.

ALL BOYS TOGETHER (Left) M. R. G. Llewellyn, Ted Lund and C. G. Escott pursue Trevor Line in the 5-lap race for 1,300 u/s sports-cars. All are in TDs.

R. W. Brown scored his second win in the up to 1,300 c.c. five-lap Handicap race, in which the limit man, F. B. Taylor in a very standard-looking Austin Nippy, showed remarkable fleetness, and Line and Llewellyn renewed their TD rivalry, the former running out of road in the process. J. G. S. Sears, in the Cooper-M.G., found the scratch mark too much for him. Pigott just pipped the little Austin for second place. Gammon scored again in the unlimited five-lap Handicap, doing a certain amount of sand-raising, to which Chapman replied by punishing the oil-drum at Becketts. Shipside's TD finished third, and Desoutter was flagged for returning incautiously to the course after spinning out in front of the grandstand.

A 15-lap Final for those placed in four previous races saw Shipside on scratch, giving away 30 secs. to Gammon

team of Escott, Lund and Whatmough, all driving M.G. TDs, wore down the advantage, and Whatmough had a comfortable lead by the beginning of the last stage. Trying hard, Chapman repeated the drum-banging act at Woodcote with Lotus, and the 750 Club had to be content with second place. M.G. (S.W. centre) were third, B.A.R.C., from scratch, fourth, and the Bugatti O.C., with no Bugattis in the team, fifth.

Aided by glorious weather and smooth organization a thoroughly pleasant meeting finished without hitch or serious incident, having made up time during the programme.

GEOFFREY DEASON

RESULTS

M.G. Handicap (25 Laps): 1, P. D. Gammon (1,497 TC), recd. 2 laps, 33 mins, 44.8 secs. (65.75 m.p.h.); 2, T. K. Shipside (1,350 TD), 1 lap; 3, M. R. G. Llewellyn (1,250 TD), 2 laps; 4, J. T. K. Line (1,250 TD), 2 laps; 5, N. Hillwood (746 J4), 5 laps.

Novice Handicap (5 Laps). Heat 1. 1, R. W. Brown (1,292 TA), 36 secs. 8 mins. 29.6 secs. (58.79 m.p.h.); 2, M. L.

Towner (1,250 TD), scr.; 3, R. G. Hughes (1,250 TC), 15 secs. **Heat 2:** 1, J. Beckwith-Smith (1,971 Frazer Nash), 20 secs., 8 mins. 50 secs. (61.58 m.p.h.); 2, M. Allen (1,499 Lotus), scr.; 3, D. Parker (747 Stoneham), 80 secs. **Final (10 Laps):** 1, T. A. M. Pigott (1,250 TC), 15 secs., 16 mins. 55.4 secs. (59.34 m.p.h.); 2, R. W. Brown (1,292 TA), 30 secs.; 3, M. L. Towner (1,250 TD), scr.; 4, J. Beckwith-Smith (1,971 Frazer Nash), 20 secs.

Up to 1,300 c.c. 1/s (Handicap), 5 Laps: 1, R. W. Brown (1,292 TA), 100 secs., 8 mins. 23.2 secs. (58.09 m.p.h.); 2, T. A. M. Pigott (1,250 TC), 90 secs.; 3, F. B. Taylor (933 Austin), 105 secs. **Unlimited (Handicap), 5 Laps:** 1, P. D. Gammon (1,497 TC), 30 secs., 8 mins. 17.2 secs. (66.96 m.p.h.); 2, A. C. B. Chapman (1,499 Lotus), scr.; 3, T. K. Shipside (1,350 TD), 20 secs.; 4, A. C. Whatmough (1,250 TD), 75 secs.

15-Lap Handicap: 1, T. A. M. Pigott (1,250 TC), 3 mins. 30 secs., 25 mins. 7.2 secs. (60.00 m.p.h.); 2, R. W. Brown (1,292 TA), 4 mins.; 3, F. B. Taylor (933 Austin), 4 mins. 30 secs.

Team Relay Race: 1, C. G. Escott (TD), E. K. Lund (TD), and A. C. Whatmough (TD), 25 mins. 23.2 secs.; 2, M. Allen (1,499 Lotus), P. J. Stephen (747 Stoneham), and F. B. Taylor (933 Austin).

MORE SPEED TRIALS AT TEWIN WATER

THE Berkhamsted M.C. and C.C. have every hope of repeating their success of Whit-Monday at Tewin Water with a similar programme of sprints on August Bank Holiday Monday. There will be the usual classes for sports- and racing-cars with an additional one this time for unlimited racing-cars. Also for the first time at this venue there is to be a special class for Jaguars, thus anyone entering this marque in the other classes will have the chance of an extra run. There are two classes for closed cars; up to and over 1,500 c.c.

The clubs that will receive invitations are Herts County A. & A.C., Chiltern, North London Enthusiasts', Vintage, West Essex and M.G. clubs. Regulations are available from P. Verdier, Greenfinches, Canons Field, Welwyn, Herts.

On Saturday, 26th July, there is to be a Night Navigation Trial for members in place of the "Berko" Gloucester Rally. This is to start from the King's Arms, Berkhamsted at 7 p.m. and finish at the Chequers, Whipsnade, at midnight.

and 3½ mins. to the eventual winner T. A. M. Pigott. Taylor's Austin shared the limit mark with Hillwood's J4, from which it ran away with consummate ease into a well deserved third place behind Brown's TA, the latter driver improving steadily throughout the day. Taylor cornered the Austin to the limit, but pulled back to the inside, giving faster cars passage room, in a remarkably short distance, and actually lapped his fellow limit-man on lap nine.

The meeting concluded with a Relay race, contested by five teams of three cars, representing the 750 Club, B.A.R.C., Bugatti O.C. and M.G. S.W. and N.W. centres. With Lotus, the Stoneham and Taylor's Austin, plus a 2 mins. 50 secs. handicap, the 750 Club team looked pretty good on paper, but steady and determined driving by the N.W. centre

DEBUT: (Above) Colin Chapman's new Lotus, made its first appearance at the M.G. meeting.

(Right) Large-bore S.U. carburettors and bunch of bananas exhaust are features of the Ford Consul (reduced to 1½-litres) engine used in the new Lotus.





AUTOSPORT, JULY 11, 1952

AURELIA ASCENDANCY- (Left) Felice Bonetto, 1952 winner, in his 2-litre saloon. Lancia's scored a magnificent 1-2-3 victory

TARGA FLORIO

Scenes from the World's Most Gruelling Circuit Race. Run Over the Madonie Mountain Course in Sicily

(Salvatore Catania Photos)



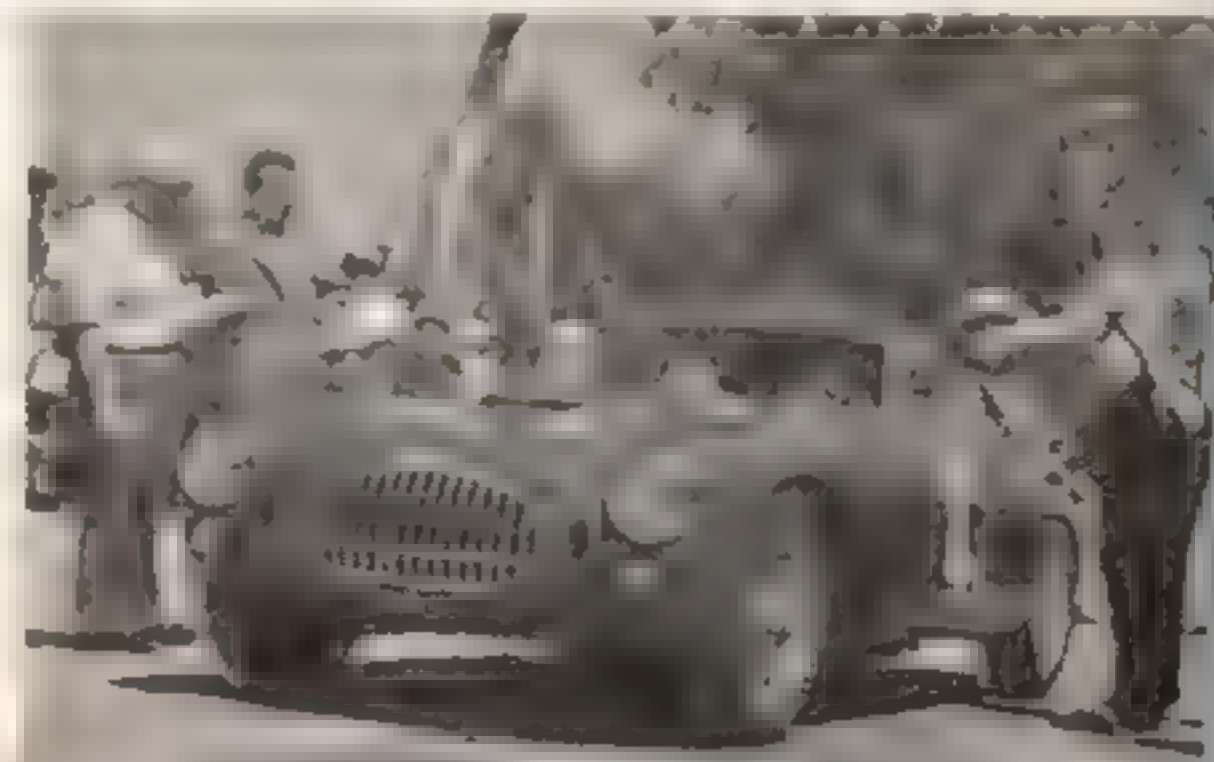
PIT STOP Above: Fuel and tyre men wait for Felice Bonetto's amazing 1,400 Oica which led the race for seven days. Then retired with front axle failure

UNLUCKY THIS YEAR (Right) 1951 winner Franco Cortese (Frazer-Nash) menaced the Lancia's until he lost a front wheel and crashed on the last round



FROM BRITAIN (Left) Sole representatives from this country were T. A. S. O. Mathieson and Nevil Lloyd in the ex-Bourd 2.3-litre Ferrari seen here on a mountain road. They finished sixth

NEW FIAT (Below) Capelli's neat 2-litre 8V Fiat saloon finished in fifth place



(E.R.A.) clipped more than 10 seconds from the previous class record held by C. D. F. Buckler (Buckler).

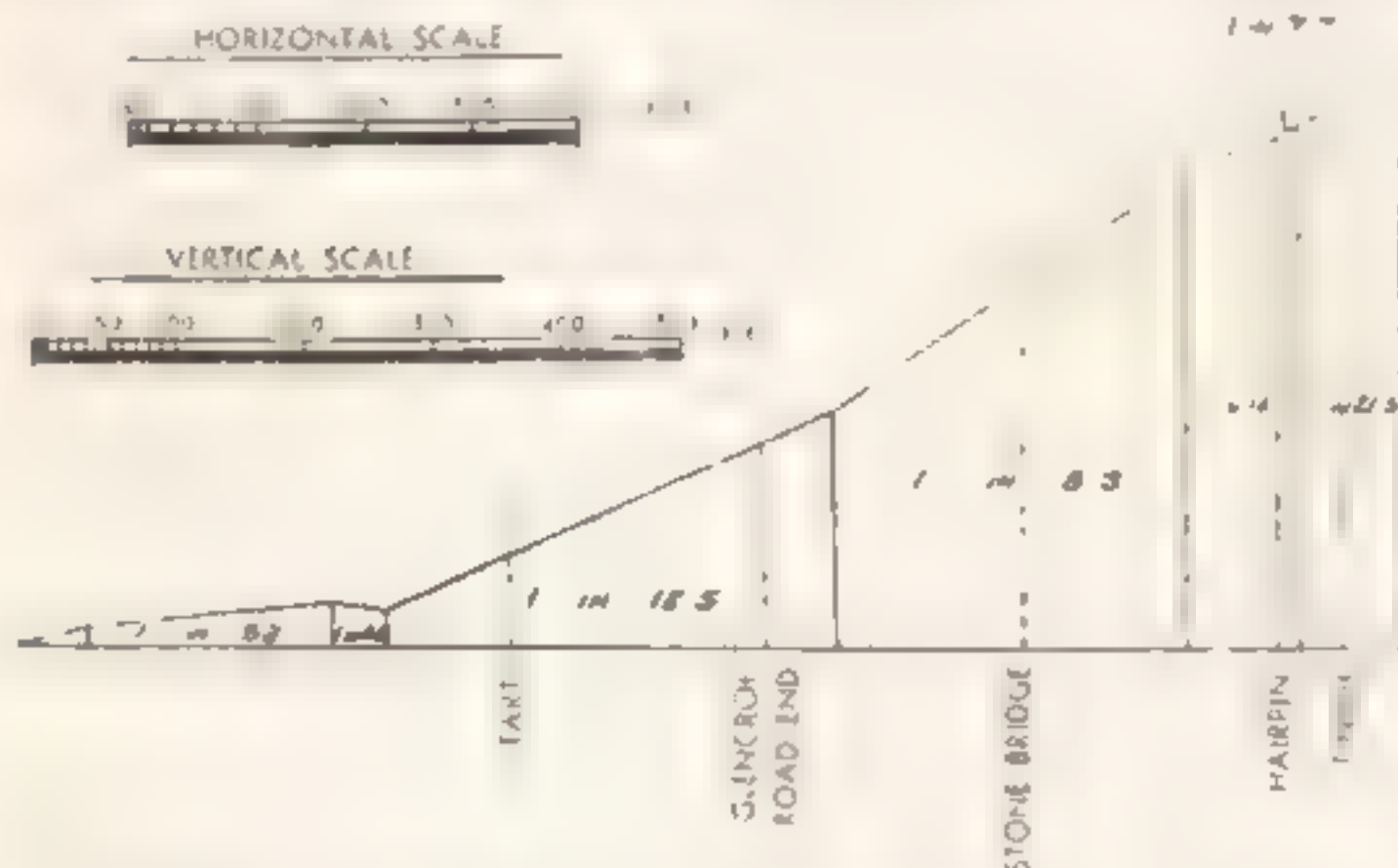
Having worked overtime after his crash during practice at Bo'ness Jimmy Gibbon had his Rover Special *en point* breaking the class record and putting Jimmy's name back in the awards list. He was followed by Jimmy Stewart (Healey) and John Melvin (Frazer-Nash) who handled their motor-cars very tidily indeed.

The second appearance of Ken Wharton, in Peter Bell's E.R.A., appeared to make the hazards of Rest-and-be-Thankful seem all in the day's work. Although covering the 1,425 yards of the hill in a class record-breaking time of 56.14 seconds there was no frenzied flurry and his time couldn't be approached by Peter Stubberfield in his 2.3-litre Bugatti.

In the class for non-supercharged cars of over 3,000 c.c. Major MacGregor Whitton (Jaguar) obviously enjoyed his



MAKING THE GRADE. Nigel Kennedy's new Burdmonk Special takes the final hairpin.



THE GRADE ITSELF—Rest-and-be-Thankful starts at a gentle 1 in 52, then steepens to 1 in 8 in a distance of 1,300 yards.

climb. James Neilson (Jaguar) was easily best in the class with a second run of 61.89 seconds.

Pat Melville and Gordon Lockhart in their respective vintage Vauxhall and Bentley, motored in their usual competent manner and Alan Moore's Allard gave Denham Cooke's XK 120 a run for its money, only .14 second keeping them apart in the awards list.

Final performer was Dennis Poore (Alfa Romeo). No one can have tried harder than the 1950 Hill-Climb Champion, he broke his own class record.

RESULTS

"The Motor World" Challenge Cup (Best Time of the Day): Ken Wharton (super J.A.P.) 54.23 seconds (new hill record); 2, Ken Wharton (2-litre E.R.A.) 56.14 seconds, 3, Dennis Poore (3.3-litre Alfa Romeo), 56.21 seconds.

Albion Cup (Best Time by a Member of the R.S.A.C.): John D. L. Melvin (Frazer Nash), 63.98 seconds.

500 c.c. 1, Norman Sanderson (Super J.A.P.) 1.10.00; 2, H. L. W. Jones (Super J.A.P.) 1.11.00; 3, Alex. Mcintosh (Super J.A.P.) 1.12.00.

501-1,000 c.c. 1, Cecil Heath (1947 Cooper J.A.P.) 1.12.00; 2, Bob Hudd (1948 Cooper Vauxhall) 1.13.00; 3, John White (1949 M.A.P.) 1.14.00.

501-1,000 c.c. (supercharged): 1, Ken Wharton (1948 Cooper J.A.P.) 1.15.00; 2, B.T.D. (1948 Cooper J.A.P.) 1.16.00; 3, B.C. (1948 Cooper J.A.P.) 1.17.00.

1,101-1,500 c.c. 1, Ian Hopper (1.496 Humber) 1.18.00; 2, W. B. Martin (1.496 M.A.P.) 1.19.00; 3, R. G. Mickel (1.496 Singer) 1.20.00.

1,501-1,500 c.c. (supercharged): 1, R. G. Mickel (1.496 Singer) 1.21.00; 2, J. F. Gibbon (1.497 Rover) 1.22.00; 3, J. R. Stewart (1.497 Healey) 1.23.00.

1,501-1,500 c.c. 1, J. F. Gibbon (1.497 Rover) 1.24.00; 2, J. R. Stewart (1.497 Healey) 1.25.00; 3, John Melvin (1.497 Frazer-Nash) 1.26.00.

1,501-1,500 c.c. (supercharged): 1, Ken Wharton (1.498 E.R.A.) 1.27.00; 2, Peter Stubberfield (1.28.00 Bugatti) 1.28.00; 3, J. R. Stewart (1.29.00 Healey) 1.29.00.

Over 3,000 c.c. 1, James Neilson (XK 120 Jaguar) 61.89; 2, G. P. Denham-Cooke (XK 120 Jaguar) 62.00; 3, Alan Moore (4.175 Allard) 67.02.

Over 3,000 c.c. (supercharged): Dennis Poore (3.3-litre Alfa Romeo) 56.21—new class record.

DREGGHORN "KNOCK-OUT" HILL-CLIMB

TOMORROW sees the grass hill-climb competition organized by the Scottish Centre of the M.G. Car Club. This is operated on a knock-out system with two cars climbing the hill at the same time, providing good competition and first-class spectator interest. It takes place on the W.D. ground at Dregghorn and Secretary Mickel has asked me to state that his officials have laid out a new course which does away with last year's nasty bump and is definitely non-damaging to motor-cars.

ALVIS O.C. (SCOTTISH CENTRE)

DAVID OLLIES, Secretary of the Alvis O.C. (Scottish), is having his enthusiasm somewhat dampened. He has collected a good membership, but his badge wearers just won't turn out for competitions. How about it, you Alvis fans?

THE EVIAN-MONT BLANC RALLY

THE sixth International Evian-Mont Blanc Rally, which takes place from 24th to 27th July, has attracted an excellent amateur entry from this country.

Dennis Taylor, A. V. M. Donald Bennett and Harry Sutherland will drive XK 120 Jaguars. Arthur Ainsop a Sunbeam 3-litre 90. Donald Heyworth a Healey. 1951 class winner Dave Price a "Plus Four" Morgan, Reg Holt an Allard, and H. Klonarides from Scotland, a Morgan. Others are R. W. Austin (Jupiter), R. H. Wilkins (Javelin) and Mrs. Needham (Les-Francis), who will be out for the Ladies' prize.

There are still a few entries open for both the East Anglia M.C.'s Champagne Rally and the "Evian", for which outward shipping is already booked, sailing date 19th July.

Marcel Becquart has offered a Cup for the best performance by a British competitor driving in International Rallies. The Cup would be won on a pointage system and entrants must be amateur only, the Trophy to be held for one year. Details from Roy Clarkson, The Chase, Halstead, Essex.



JOHN BOLSTER *Tests*

THE MORGAN "PLUS-FOUR"

A Lively Sporting Two-Seater which Possesses Vivid Acceleration,
First-class Road-holding and a 90 m.p.h. Maximum

It is often suggested nowadays that the individually "hand made" car is on the way out. Such machines, we are told, can no longer compare with the superb creations of the vast mass-production combines. It is perfectly true that some of the smaller firms are having considerable difficulty in keeping their costs within bounds, and it is consequently hard to justify their wares on a basis of value for money. Nevertheless, there is one sports-car, which comes from a factory of moderate dimensions, and which gives more performance per pound sterling than anything else on the market. That vehicle is the Morgan "Plus 4".

The typical British sports 2-seater, of around 1½-litre capacity, is quite a pleasant conveyance, though excessive weight is a common fault. When driving these machines, one is apt to feel that an extra half-litre or so on the engine, and a couple of hundred-weights pared off the chassis, would make a great improvement to the pleasure of driving. That is exactly what the Morgan Motor Co. have done, and the result comes right up to expectations. They provide a car that looks, to the casual observer,

like a "ten horse" job, but under the little bonnet they secrete 18 sprightly quadrupeds. What a surprise for the boys, for unless they have paid at least double the price of the "Plus 4", the only view of it that they will ever see is two spare wheels receding into the distance!

Quite how the thing is made for the money it is not easy to see, but when I visited the Morgan works recently, and drove off in a "Plus 4", I decided that it should have a week of the hardest possible motoring. In that way, I figured that if the design had any weaknesses, I would assuredly find them out. So, from the outset, I placed my right foot firmly on that little pedal, and there it remained whenever conditions permitted.

Many were the highways and byways that saw the rapid passage of the small blue motor, and the Boreham and Brands Hatch circuits were lapped to the best of my ability. Also, as a change from doing the Dunlop shareholders a bit of good, London was twice traversed from end to end. There were already 17,000 miles on the clock when I took over, including some dis-

gusted performances in rallies, but when I returned to Malvern, the machine was still as lively and rattle-free as a newly run-in example. Admittedly, a week is not a sufficient period for a reliable assessment of wearing qualities to be made, but I was able to form the impression that the latest Morgan is a tough little car.

I do not know whether the Standard Vanguard engine receives any special tuning, but in conjunction with the four-speed gearbox, and a well-chosen axle ratio, it sends the "Plus 4" along to some purpose. This is a genuine 90 m.p.h. car, my fastest "one way" speed being 92 m.p.h.; but much more important is the reserve of power at normal cruising speeds. As an example, a certain main road hill I know well, if approached at 70 m.p.h., bring the average small sports-car down below 60 m.p.h. The "Plus 4", however, will accelerate strongly all the way up, finishing at a full 80 m.p.h.

The handling qualities are interesting. The car corners fast without any roll, and feels perfectly happy when flung through the curves at racing speeds. It has no vices what-

ever, and the authentic four-wheel drift technique is within its compass. It sticks to bumpy roads like a leech, and no bouncing or wheel lifting is ever apparent. The exceptionally high-g geared steering gives a fine feeling of mastery, and it would be a poor driver indeed who did not find himself quickly at home behind the wheel.

Less travel is allowed on the suspension than is usual these days, and consequently the ride is a good deal harder than is fashionable. If rock steadiness and controllability are your first consideration, you will fall in love with the Morgan, but if you like a boulevard ride, it is not the car for you. The suspension is certainly softer than on previous cars of this make, but it is still firmer than with other i.f.s. systems. No gyroscopic effects mar the behaviour of the steering.

sticks fold away neatly, without encroaching unduly on the luggage space. It would be fair to say that saloon-car standards of comfort are provided with the hood up, and entry is not unduly difficult by sports-car standards.

Z-Section Frame

The general construction is somewhat unusual. The chassis frame is of "Z" section, and carries the rear springs within the rear portion, which is as wide as the track permits. The forward anchorage of the flat semi-elliptics is on Silentbloc bushes, and at the back, they slide in trunnion blocks that locate inside a sturdy tubular cross member. The drive is on the Hotchkiss system, as the torque reaction is taken through the spring leaves.

In front, a light tubular structure is bolted to the frame, and this carries

the vertical suspension guides which are, in effect, also the king pins. Helical springs take the weight and rebound, and the telescopic hydraulic dampers are double-acting. The steering swivels are connected by a track rod, and a separate cross rod goes to the Burman Douglas steering box. If the geometry lacks theoretical perfection, there is certainly no perceptible fault. An important feature, for smooth working and long life, is the pressure lubrication system. This suspension layout is a refined version of the original Morgan design, which has appeared on these cars for more than 40 years.

The Standard Vanguard engine is rubber mounted. It is a sturdy four-cylinder unit, of just over 2-litre capacity, with vertical overhead valves, and a counterbalanced crankshaft. It is very accessible for servicing.

Gear Lever Just Right

At the rear of the unit a most unusual arrangement is employed, for the Elektron bell-housing develops into a long tube, which carries the gearbox right back amidships. This brings the lever exactly where it is wanted, but, more important, it gives a very short propeller shaft, which is consequently entirely free of vibration or whirling.

The hydraulic brakes are powerful and responsive, which is most

MULTUM IN PARVO (Left) The 2,088 c.c. Vanguard engine, compactly housed in the Morgan chassis, results in brisk all-round performance without stress. **DECIDEDLY SPORTING** The Morgan Plus Four follows classic sports-car lines.

There is ample room for two on the bench type front seat, but the position of the gearbox precludes the carrying of another passenger. The driving position is really first class. The floor is secured to the bottom web of the frame, which is only about 6 ins. above the road. Consequently, one's feet are well down below the level of the seat, and one sits up to one's work as in the better continental cars. The short gear lever, working straight through the lid of the box, is ideally situated, so that the left hand falls straight on to it.

Sitting well down inside the body, one is well protected by the shallow screen. The hood gives very good weatherproofing, in conjunction with the rigid sidescreens. The supporting



"CAT'S EYE" VIEW: The "Plus Four" from the front, showing suspension and general simplicity of the design

The Morgan "Plus-Four"—continued desirable with such a lively car. If they are used continuously with great ferocity, they become less progressive, as is usual with 2.L.S. designs. I did not succeed in provoking serious fading, however. The "fly off" hand brake acts on the rear drums, and is powerful enough to lock the wheels.

Severely practical in appearance, this car makes no concession to the modern, streamlined trend. It looks neat and workmanlike, and several of my friends admired it very much, because it provided such a contrast to the fat and bulbous vehicles that abound nowadays. It would indeed be difficult to imagine two more utterly different shapes than the somewhat angular "Plus 4" two-seater, and the saloon that the Vanguard engine generally propels.

The latest Morgan is a machine of exceptional personality that combines a fine performance with road-holding and controllability of a very high order. It may not be everybody's car, but if you like it, you will like it very much indeed. At today's prices, it represents quite remarkable value, and for those who prefer to take their motoring neat, without air-conditioning, radio, or built-in cocktail cabinets, it is quite a proposition. J. V. B.



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Morgan "Plus 4" sports 2 seater, price £465 (plus £115 7s. 9d P.T.).

Engine: Four cylinders 85 mm. x 92 mm. 2,088 c.c. Pushrod operated overhead valves, 68 b.h.p. at 4,300 r.p.m. 6.7 to 1 compression ratio, Solex downdraught carburetter, Lucas coil and distributor.

Transmission: Borg and Beck clutch, 4-speed Moss gearbox with short lever directly in top of box, ratios 4.1, 5.4, 8.0, and 13.5 to 1. Hardy Spicer propeller shaft, Salisbury hypoid axle.

Chassis: Z section, underslung at rear. Independent front suspension by stub axles sliding upon extended king pins against helical springs. Semi-elliptic rear springs with Silenbloc bushes and

sliding trunnion blocks. Girling hydraulic dampers all round. Pierced disc wheels, fitted 5.25 in. x 16 in. tyres. Girling 2 L.S. hydraulic brakes on 9 in. drums.

Equipment: 12-volt lighting and starting. Speedometer, ammeter, water temperature, oil pressure, and fuel gauges.

Dimensions: Wheel base, 8 ft. Track, 3 ft. 11 ins. Overall length, 11 ft. 8 ins. Turning circle, 30 ft. Weight as tested, 15½ cwt.

Performance: Maximum speed, 90 m.p.h. Speeds in gears, 3rd 72 m.p.h., 2nd 46 m.p.h. Standing quarter-mile, 19½ secs. 0-50 m.p.h., 9½ secs. 0-60 m.p.h., 12½ secs. 0-70 m.p.h., 19 secs.

Fuel Consumption: Driven hard, 23 m.p.g.

Correspondence—continued from page 42

this scale and has, I believe, guaranteed its support and works teams. A manufacturer I was speaking to only this week told me that he was rather surprised that such an event had not taken place this year.

Why, therefore, with the enthusiasm in the Isle of Man, the necessary support and guarantors here in England, has not such a race been put on the International Calendar? Briefly, I gather, it is due to the fact that the major racing authority in England considers

- (a) the T.T. Course is unsuitable for motor-car racing, and
- (b) it is impossible to marshal the course for such an event.

Although my opinion may not count for much, I consider that the first opposition is somewhat ambiguous. If the T.T. Course is unsuitable, then the present circuit in Sicily is also unsuitable for the Targa Florio. Yet such a race has taken place regularly! One of this year's Targa competitors, who is acquainted with both circuits, said the other day that the T.T. circuit in comparison with the Targa Florio resembles an airfield perimeter!

To say that the course cannot be marshalled is inferring that the A.C.U. and Manx Motor-cycle Clubs have difficulty in securing the necessary personnel to control the course for T.T. races. Having marshalled for the T.T. race several occasions, I can say that the response to requests for special constables and so on, has invariably been greater than the need. I am sure that the Manx Automobile Clubs would be capable of finding more than sufficient marshals for such an event—if allowed to do so.

I have also heard the argument that motor-racing on the circuit is too dangerous, and that vantage points would be reduced on some of the dangerous corners. It would seem that there isn't a great deal of difference between a 500 c.c.

motor-cycle hurtling towards Ballacraane Corner at a speed somewhere in the region of 110 m.p.h., and a well-controlled, well-built and well-driven sports-car approaching the same corner. They are both dangerous, but the latter would be somewhat more easily controlled than the former at high speeds. After all, the public do want to see the races and they are fully aware of the dangers of high-speed racing—having watched the T.T. races for a great many years.

Finally, I would like to point out that it is through no fault of the B.R.D.C. that no car race is at present scheduled for the T.T. Course.

LONDON, N.W.6

CLARRICK M. LIGHTOWER

Basil de Lissa

In fairness to Basil de Lissa, I must admit that I was driving the Parker at Silverstone (AUTOSPORT, page 13) and not him, and that de Lissa was, therefore, not guilty of the episode for which you blame him.

STANTON

M. P. A. BAKER

The Cox Memorial Trophy Race

As a keen supporter of and regular competitor in Irish motor sport, I wish to congratulate you upon your excellent and very frank report on the Cox Memorial Trophy Race held recently in the Curragh. It is refreshing to find that at least one of the motor magazines has the courage to print what they really feel, and not draw their punches.

I do not always agree with your Irish reporters' comments in every way, but must admit that they are really frank and always give an honest and as accurate a report as possible. In this particular case I noticed even more cases than you mentioned of bad discipline amongst officials who should be setting a good example to the public and competitors.

DRUMIN

"COMPETITOR SPECTATOR."

GRAND PRIX OF RHEIMS JUNE 29th 1952

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NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

EX-WORKS: H. A. McCrow's 3½-litre I.M.S. at the North Staffs M.C.'s Attingham sprints. This was the pre-war works S.S. Jaguar 100, driven by S. H. Newsome and T. H. Wisdom

VINTAGE SILVERSTONE TOMORROW

STARTING at 12.15 p.m. tomorrow, 12th July, the Vintage S.C.C. are running a 10-race programme over the Club circuit at Silverstone. Chief attraction will be the 100 Kilometre race for the Richard Seaman Memorial Trophies, open to Historic and Vintage racing-cars. There will also be races for Edwardian and post-vintage cars, a Relay Race and a Handicap for chain driven Frazer-Nash cars.

Clubs taking part are B.R.D.C., Bugatti O.C., W. Essex M.C., W. Hants and Dorset C.C., A.M.O.C., Nottingham S.C.C., and Bristol M.C. and L.C.C.

BRANDS HATCH MEETINGS

REGULATIONS have been issued by the Half-Litre C.C. for their "restricted" race meeting at Brands Hatch on 20th July, and the *Daily Telegraph* International Trophy meeting on August Bank Holiday Monday, 4th August.

The former event follows the usual "Brands" pattern, with Junior and Senior events, while the International meeting comprises the August Sprint race, in 5-lap heats and a 10-lap final, a 10-lap Consolation race, and the *Daily Telegraph* Trophy race in 10-lap and heats and a 30-lap final. Entries for the August meeting to the Secretary, Ken Carter, by 16th July.

NOTTINGHAM ROUTE-FINDING

ON Sunday, 29th June, a Route-Finding competition was held by the Nottingham S.C.C. in the Derbyshire Hills over a course of about 70 miles, terminating at Buxton.

Many competitors were forced to retire owing to faulty route-finding. The skilful ones were

Outright Winner: D. Curwen (Vauxhall).

First Class Awards: M. Ward (M.G.) J. Marsh (M.G.).

Class "A" Award (Under 1,500 c.c.): F. Chambers (Dellow).

Class "B" Award (Over 1,500 c.c.): J. Attenborough (A.C.).

M.G. MAGNETTE REGISTER

HENRY J. NICHOLLS and a friend are keen to start a "Magnette Register" and would welcome details of any M.G. Magnettes whose owners are interested. Full details of cars, together with photographs, if available, should be sent to H. J. Nicholls, at 5 Ludlow Way, Hampstead Garden Suburb, London, N.2. It is intended eventually to issue a printed, illustrated brochure.

BENTLEY D.C. SILVERSTONE MEETING

THE Silverstone circuit is booked for 2nd August by the Bentley Drivers' Club for their Sprint and Race meeting. Programme comprises a series of sprints over a standing half-mile, a High Speed Reliability Trial in four categories of Bentley, and a series of scratch and handicap races.

Entries must reach the Secretary of the Meeting, Lt.-Col. C. H. D. Berthon, of "Madges", Long Crendon, Aylesbury, Bucks, by Monday, 14th July.

ALLARD O.C. (NORTHERN) MEETING

A MEETING of the Northern Centre of the Allard Owners' Club was held at the Parkway Hotel, Bramhope, near Leeds, on Wednesday, 2nd July. The chairman, Jack Reiss, who has recently returned from the Annecy Trial in France, gave a report on the event. It was decided to hold a dinner at Ilkley on 17th September for members and friends.

VETERAN SPEED HILL-CLIMB

A HILL-CLIMB for Veteran cars, i.e., those constructed before 1917, will be held by the Veteran C.C. of Great Britain on Saturday, 26th July, over a three-quarter-mile course in Rammore Park, Dorking, Surrey. The event will be divided into two parts, for the various categories of veteran car, and begins at 12.45 p.m.

On 2nd August the South-Western section of the V.C.C. are staging a Holiday Rally to Plymouth, while a week later their Yeovil-Montacute Rally takes place.

LONDON M.C.'s LONDON RALLY

ONE of the six National Rallies qualifying for the 1952 B.T.D.A. Rally Star, the London Rally will be held on 19th/20th September over a route of approximately 600 miles. There will be two starting controls—London and Leeds, and there will be four tests and two map-reading sections, one in daylight, the other at night.

The first car will start from both controls at approximately 3 p.m. on the Friday and finish in London at approximately 4 p.m. on the Saturday. There will be six classes and also one for "specials". In addition to outright winner and Class prizes there will be a Novices' award in each class—a Navigators', a Ladies' and a Team Prize.

In order to give both experts and novices a good time in the same event the difficult map-reading sections (maps provided by the Club) have been arranged so that the experts who hope to win the Rally outright are set an average of 30 miles per hour, while others need only average about half that speed and still qualify for the finisher's souvenir award.

The feature of this event is that results will depend more on driver and navigator skill than on car performance.

Details, Regulations and Entry Forms, can be obtained from the Secretary of the Meeting, Mrs. Nina Imhof, of Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

HORNET RALLY

ON Sunday, 27th July, the Wolseley Hornet Special Club will hold a Rally at Redhill Aerodrome in the bomb-disposal bay. Competitors will make their own way to the venue, which is about 22 miles from London, off the London-Brighton road. Arrival time is 11 a.m., and following a lunch interval, a series of driving tests will be held. Details from the Hon. Secretary, J. L. McArthur, of 3 The Bungalows, Hook Road, Ampfield, near Romsey, Hants, to whom entries must be sent by 16th July.

N. LONDON ENTHUSIASTS' DRIVING TESTS

MEMBERS of the North London E.C.C. will partake in a series of driving tests on Sunday, 20th July. Secretary of the Meeting is George Bance; entries to him at 17 Elms Avenue, Muswell Hill, N.10.

Accent on Glamour—cont. from page 47

took over the microphone and the cars drove slowly, one by one, into the ball-room. Opposite the judges, which included the Duke and Duchess of Richmond and Gordon, Goldie Gardner and Professor Low in addition to two lady experts on fashion, the car stopped, the door was opened by a smart attendant, and, under the spot-lights, the lady passenger alighted to parade up and down and to display her dress and the charm of her ensemble. To my way of thinking (or because of my prejudices) the show was stolen by S. E. Sears's exquisite Rolls—an Alpine Eagle Tourer of 1914—which is surely what the angels drive in Heaven; while Mrs. Sears contributed a rig which I am unqualified to describe but had a suggestion of period and harmonized flawlessly with the car. This combination rightly won the class for open cars registered before 1941. Another Rolls-Royce, the Phantom III saloon of Bill Cook, passengered by his wife, won the corresponding closed class, and was also awarded the Grand Prix d'Honneur for the most elegant entry regardless of class—another incredibly lovely ensemble.

The class for open cars registered after 1st January, 1941, produced a wide variety. Mrs. Lorna Doone Snow and her cream XK 120, which had won the Ladies' Award in the tests, made an attractive picture, while Mrs. Monica Colvin's charm gained first prize in the class for her husband's Austin A90 drophead coupé, despite the rivalry of Miss Ann Palmer in J. C. Burnup's Austin Roadster and what my wife tells

me were red calf-length beach trousers, and Miss Kim Taylor's polish as passenger in L. M. Lomax's Hillman coupé. Amongst the newer closed cars, Mr. and Mrs. Wally Waring caught the eye with their Jaguar Mark VII which you may remember in the Monte Carlo Rally. Harold Radford's Mk. VI Bentley Countryman saloon, with Miss Barbara Macgregor, was a deserving winner, with Mr. and Mrs. P. A. Barden (Rolls-Royce Sports saloon) placed second. An exceptionally neat turn-out was that of the Austin driven by the Chief Constable of Eastbourne, with the very smart Police-woman Kathleen Spencer, to be taken into custody by whom would surely be a delightful experience. The judges' task, though by no means unenviable, was undoubtedly a difficult one, with such contenders as Miss Jill Cooper in F. D. Cooper's Riley, Mrs. G. J. Offord in her husband's Renault, and the very charming Misses Lomax in G. Sabine's vast Humber limousine.

More cabaret, including Elsie and Doris Waters, followed, and an occasion of distinction ended with the presentation of the awards by Her Grace the Duchess of Richmond and Gordon, while the winning cars paraded with their huge coloured rosettes.

Sunday morning saw the Concours de Confort in Devonshire Place, and a large crowd of visitors joined the judges in their inspection of the cars. The Grand Prix d'Honneur in this also went to Bill Cook's Rolls, and from the admiring remarks which one overheard it was clear that this was the verdict of one and all. So ended a week-end in the truly grand manner.

PROVISIONAL RESULTS**Rally and Driving Tests:**

Challenge Trophy for Best Performance: R. Chappell (Dellow), 2 marks lost.

Class A: E. G. Vanner (Dellow), 19 marks lost.

Class B: R. C. Matthews (Morris), 21 marks lost.

Class C: E. S. Ridley (M.G.), 6 marks lost.

Class D: E. M. Webb (Hillman), 10 marks lost.

Class E: K. Bancroft (Morgan), 13 marks lost.

Class F: W. H. Bartley (Sunbeam-Talbot), 31 marks lost.

Ladies' Award: Mrs. L. D. Snow (Jaguar XK 120), 59 marks lost.

Novices' Award: J. Lenanton (M.G.).

Midnight Concours d'Elegance:

Grand Prix d'Honneur: W. A. L. Cook (Rolls-Royce Phantom III Saloon).

Class A, Open Cars prior to January, 1941: 1st, S. E. Sears (Rolls-Royce Alpine Eagle Tourer).

"AUTOSPORT"—REECE STYLE

HEADED by Stanley Reece as Secretary and Treasurer, 230 Liverpool motorists took 1,050 crippled children on their annual day out from Liverpool to Southport. Subscriptions and gifts in kind had poured in, no less than 10 cwt. of sweets arrived, and 10,000 tickets for fairground entertainment were distributed. Many well-known northern drivers were seen in a different sphere as spectators to another "race". A good day's work, enjoyed by all.



motor-racing at

BRANDS HATCH

organized by the HALF-LITRE CLUB

The track is two miles south of Farningham on the London-Maidstone Road (A.20); by Green Line 703 from Victoria, or Nos. 21 and 478 Buses from Swanley Junction (S.R.)

Note: Admission prices now reduced.

entrance 3/-
children 1/-
ample parking
arrangements
cars 5/-
motor-cycles 2/-
cycles 1/-



Next Meeting: Sunday, July 20, at 2 p.m.

Lea-Francis



1950 2½-LITRE SALOON

Gracefully streamlined six-light body attractively finished in blue with beige leather upholstery. Fitted Heater and Radio. Outstanding Performance. Approximately 24 m.p.g. — Total mileage 25,000.

List Price - £1,952. Offered at - £1,100

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News from the Clubs—continued

THE LANCIA DRIVING TESTS

The Morgan 4/4 Club ran away with the Premier Trophy in the Inter One-Make Driving Tests run by the Lancia Motor Club at Bovingdon on Sunday, 22nd June.

This year's event, the fourth to be held, attracted a record entry of 26 three-car teams from 11 of the best-known One-Make Clubs.

As each Club set one test, the resulting series demanded from competitors a versatility designed to suit everything from a Lancia's lock to a Bentley's acceleration. This produced a highly entertaining day's sport.

Post-war Rileys competed on even terms with a 1923 A.C. but the combined ingenuity of all the Clubs could not prevent John G. Vessey's eighth series Lancia Lambda from putting up the best individual performance. Despite this it was the consistency of the Morgans that stole the show. They entered three teams and came first, second and fifth. All the more creditable as this is the first time that the Trophy has been wrestled from the organizing Club.

A fine day and a fine meeting

PROVISIONAL RESULTS

Team 1, Morgan 4/4 "A" Team, 1,555 points; 2, Morgan 4/4 "B" Team, 1,448 points; 3, Lancia "C" Team, 1,439 points.

Best Individual Performance: J. Vessey (Lancia Lambda) (Lancia Motor Club), 590 points.

Runner-up: C. J. Preston (Singer Owners' Club), 522 points.

BLAGDON SPRINTS

SUPPLEMENTARY Regs. have been issued by the King's College M.C. for their closed sprint meeting to be held on Lord Ridley's estate at Blagdon, near Newcastle, on 16th August. The course is part of the south drive and incorporates two cambered corners, the surface being good.

The event is open to two-, three- and four-wheeled vehicles, and K.C.M.C. members who intend to take part should send their entries to J. H. Walker, of "Redhurst", Allendale, Northumberland, before Saturday, 9th August. The meeting starts at 2 p.m.

More News from the Clubs on page 64

"AUTOSPORT" DIRECTORY OF THE CLUBS—2

ASTON MARTIN



OWNERS CLUB

Founded

1935

(Incorporated as a Company Limited by Guarantee, July, 1951)

President: Major M. Morris-Goodall.

Vice-Presidents: S. C. H. Davis, R. Gordon Sutherland, Eric Cutler.

Open to: Owners of Aston Martins as full members; enthusiasts as Associate members.

Caters for: Motor-sport in all forms, except trials.

Principal Events: St. John Horsfall Race Meeting, Silverstone (July).

Spring Race Meeting, Snetterton Heath (May).

Headquarters: 554 Limsfield Road, Upper Warlingham, Surrey.

Meetings: Monthly in the various areas.

Bulletin: Official Magazine, about 36-40 pp., illustrated. Quarterly. News Sheet. Duplicated, about 6-8 pp. Monthly in winter, twice monthly in summer. Editor: Dudley Coram.

Whether affiliated to R.A.C.: Yes, but not fully.

Approximate Membership: 600

Prominent Past or Present Members: Lord Charnwood, Lord Brabazon, Earl of Brocknock, David Brown, Lt-Col. R. Clive-Gallop, Reg Parnell, Stirling Moss, D. Cameron Peck (U.S.A.), Eric Thompson, Peter Clark, George Abecassis, Nigel Mann, A. C. Bertelli, Claude Hill, Dudley Folland, Jack Fairman, Rob R. C. Walker, John Wyer, Nevil Lloyd, Babe Learoyd, V.C., etc.

Annual Subscription and Entry Fee:

Entrance Fee (all members), £1 5s. 0d. Annual Subscription: Full and Associate members, £1 10s. 0d.; Family members (including wife), £2 10s. 0d.; Overseas Life Membership—one payment of £5 5s. 0d.

Area Representatives:

Scotland: M. W. Goodson, 36 High Street, Jedburgh, Roxburghshire.

Ireland: Dr. J. J. Harrison "Sorrel", Brittas, Co. Dublin.

North-West: H. D. Kneek, "Bowborough", Vicarage Lane, Bowden.

Cheshire: J. C. K. K. K. K.

Midland: R. C. K. K. K. 1502 Coventry Road, South Yardley, Birm.

W. Midlands: R. H. H. H. H.

W. Midlands: R. H. H. H. "Downderry", Cote Park, Stoke Bishop.

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News from the Clubs—continued

LANCASHIRE A.C.'s STANDARD CAR TRIAL

THE L.A.C. trial for standard sports- and touring-cars took place on 5th July and attracted some 30 competitors driving a widely assorted range of cars, including Roberts (XK 120), Allison (4.3 Alvis), Greaves (Silverstone Healey), and at the other end of the scale, Utley and Tattersall on Morris Minors and Kernets (Austin). As this was to be a main-road trial, with each competitor carrying his own watch in a sealed case, it seemed power would count, but not so; Mr. Secretary Taylor, who not only runs the magnificent Morecambe Rally, but had thought up the answers to that one as we shall see!

The route started from Higher Hodder, just in Yorks(?) and immediately competitors were faced with Test I, a stop and restart with a three-seconds allowance to move rear wheels on the steepest part of Birdie Brow, an old-time terror, now a metalised surface. As your reporter was determined to see all, mention can only be made of those performances actually seen! Here good shows were made by Roberts (Jaguar), Prest (M.G.) and Senior (A40 Austin).

On from here through Slaidburn and Whitewell to Test II, which consisted of a dead engine free wheel for 80 yards to stop astride a line. Good performances here were noted from Yorko (Vauxhall) and Greaves (Silverstone Healey)—approaching this section one noticed a number of cars overshoot a very minute signpost (to Newton) and in so doing lost many marks—this was my only adverse criticism of the trial, as it was difficult to see that very miniature finger-post!

Next came some rough stuff—mild to a special but rough to a saloon car! Over the moors and down to Broch Bottoms a secret check was observed! and so on to Test III, up a hill in a wood, complete even with electrical timing and a telephone! This was a

(Above) H. Whalley (TC M.G.) in the Birdie Brow stop-and-restart test, during the Lancashire A.C.'s Standard Car Trial.



(Right) T. Marsh's Healey saloon in Test 2—a double forward and reverse manoeuvre.



double halt and restart on a gradient. Here good performances were noted by Haeling (TC) and Batley (Prefect).

A couple of miles more moorland led to Test IV, a double forward and reverse test on a slight downhill gradient, noteworthy performances here were Marsh (Healey Saloon), Brooks (TC), Lob (TC) and Mackey (Wolseley Saloon).

After this was a distance of secondary roads and tracks which eventually led to Cockerham, time being lost here through an enforced crossing of the main A.6 with its steady stream of hearses making crossing a lengthy job.

Test V here showed Mr. Taylor's genius at its best; this was a figure of eight round a pylon, the closed cars going forward and the sports to run in reverse; this did even things up! Times here going to the closed ones with a vengeance. So on to the finish at Blackpool where the checkers had an easy time, there being only three clean sheets, viz:

Winner: J. N. Prest (M.G.).
2nd: A. H. Senior (Austin A40).
3rd: R. Speak (Jowett).

FRANCIS PENN.

THE LAST TRAM

EXCEPT in foggy weather, when they have led kindly light, trams have for years been the greatest curse upon our roads. Thus, it was with much pleasure that we accepted an invitation to take part in the celebrations marking their final removal from London's streets. A special tram was used to collect money for the Infantile Paralysis campaign, and a number of early cars formed a suitable entourage in this worthy cause.

Well-known stars of stage and screen rode in the old machines, and they looked really lovely in their period costumes. AUTOSPORT's representative had a 1911 Rolls-Royce, there was a single-cylinder Cadillac, and a Renault, while Lord Charnwood's passenger found her frills and

furberlows somewhat tricky in the racing Delage.

It was a grand party, and one felt that one was present at the passing of an era. In spite of the traffic congestion that they caused, London will never be quite the same without its trams.

J.V.B.

S.S.C.C. TURNBERRY RACES

REGULATIONS are now available for the Scottish Sporting Car Club's Turnberry race meeting in August and the *Scottish Daily Express* are already beginning to beat the big drum. This sponsorship of the meeting is a good thing for publicizing an event and, with a generous awards list, there should be a good field and some really exciting racing. The majority of Scotland's prominent drivers will be present, including one or two with new, and very fast, cars.

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Strenghened chassis, as new Dunlop racing tyres
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